

## NEW ADVERTISEMENTS.

**NOTICE,**

**D**URING my absence Mr. JAMES STEPHEN will Act as General Manager of CRUICKSHANK & Co., Ltd. Wm. CRUICKSHANK, General Manager.

Hongkong, 16th April, 1889. 79

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**A**N INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1888 has been declared.

Shareholders may have had application at the Office of the Secretary on and after the 1st day of April.

By Order of the Board.

N. J. EDE, Secretary.

Hongkong, 17th April, 1889. 79

**UNION CHURCH**

**T**HE ANNUAL GENERAL MEETING OF THE MEMBERS AND SHAREHOLDERS will be held in the Union Church, TO

RECEIVED (HONGKONG), (as above) April 3.  
 7 o'clock.

R. H. KIMBALL,  
 Hon. Secretary.

Hongkong, 17th April, 1889. [30]

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HONGKONG CLUB.

THE THIRD YEARLY GENERAL  
 MEETING of the MEMBERS of the  
 CLUB will be held at the Club House, on  
 THURSDAY, the 25th April, at 4.30 P.M.

By Order,

C. H. GRACE,  
 Secretary.

Hongkong, 15th April, 1899. 1801

**HONGKONG CLUB.**

**A**N EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB, will be held immediately on the conclusion of the above Third Yearly General Meeting, for the purposes set forth in the notice posted in the Hall of the Club House.

By Order,

C. H. GRACE,  
Secretary.

Hongkong, 17th April, 1899. 1802

**BANK HOLIDAYS.**

**I**N accordance with Ordinance No. 6 of 1875 the Undermentioned Banks will be CLOSED for the Transaction of Public Business on

ON MONDAY, the 22nd inst. (Easter Monday)  
FOR THE CHARTERED MERCANTILE BANK OF  
INDIA, LONDON, AND CHINA,  
JOHN THURBURN,  
Manager, Hongkong.  
FOR THE CHARTERED BANK OF INDIA, AUSTRALIA,  
AND CHINA,  
T. H. WILKINHEAD,  
Manager, Hongkong.  
FOR THE HONGKONG AND SHANGHAI BANKING  
CORPORATION,  
G. E. NOBLE,  
Chief Manager.  
FOR THE COMPTOIR D'ESCOMPTE DE PARIS  
CHANTREY INCHBALL,

FOR THE NEW ORIENTAL BANK CORPORATION  
LIMITED.  
E. W. RUTTER,  
Manager, Hongkong,  
Hongkong, 17th April, 1889. 1894

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**PUBLIC AUCTION**  
**OF**  
**HOUSEHOLD FURNITURE.**

**T**HE Undersigned has received instructions  
to Sell by Public Auction, on  
**TUESDAY,**  
the 23rd April, 1889, at 2.30 p.m., at  
No. 43, Wyndham Street,  
the Residence of S. J. GILBERT, Esq.,  
THE WHOLE OF HIS  
**HOUSEHOLD FURNITURE,**  
comprising —

THE ABOVE IS TO BE VIEWED ON MONDAY NEXT.  
 TERMS OF SALE.—Cash on delivery.  
 G. R. LAMMERT.  
 Auctioneer.

Hongkong, 17th April, 1889. 1798

TO LET.  
 NO. 51, FEEL STREET.  
 EDWARD GEORGE,  
 5, Queen's Road.  
 Hongkong, 17th April, 1889. 1798

LANE, CRAWFORD & Co.  
 are exclusively receiving New Supplies of  
 GROCERIES AND PRESERVED

PROVISIONS of all kinds,  
Best **ISIGNY BUTTER**.  
Best English **CHEESES**.  
English-Cured Side **BACON**.  
Specially Selected **YORK HAMS**.  
German **ASPARAGUS** in Water.  
American Canned **PROVISIONS**.  
Scottish **OATMEAL**, **CRACKED WHEAT**,  
**SHORTBREAD**.  
**Huntley & Palmer's BISCUITS**.  
**Macdonald's Digestive Wheaten BISCUITS**.  
Also,  
The Best Brands of **WINES**, **SPIRITS**

and BEERS.  
Special Agents for the JAPAN BREWERY  
CO., AYALA & Co.'s CHAMPAGNE.  
LANE, CRAWFORD & Co.  
Hongkong, 17th April, 1880. 122  
THE "BEN" LINE OF STEAMERS.  
FOR KOBE AND YOKOHAMA.  
THE British Steamer  
"BENALDEF".  
Captain Thomson, will be despatched as above  
TO MORROW, the 18th inst., at ONE P.M.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 17th April, 1880. 602

**THE Steamship**

**"PEKING."**

Captain G. Heuermann, will be despatched for the above Port to-MORROW, the 15th inst., at 3 P.M.

For Freight or Passage, apply to  
**SIEMSEN & Co.**  
Hongkong, 17th April, 1889. [800]

**DOUGLAS STEAMSHIP COMPANY,**  
**LIMITED.**

**FOR SWATOW, AMOY, AND POOCHOW.**

**THE Company's Steamship**

**"HAILOONG."**

Captain Beach, will be despatched for the above Ports on FRIDAY, the 18th inst., at 3 P.M.

**DEPARTURE.**  
For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & Co.**  
General Managers.  
Hongkong, 16th April, 1889. [1889]

**FOR NEW YORK.**  
**THE A1 British Ship**  
"HALLGEERDA."  
Captain J. Mackenzie, shortly expected, will  
load here for the above Port, and will have  
quick despatch.  
For Freight, apply to  
**SIEMSEN & Co.**  
Hongkong, 17th April, 1889. [1889]















math, Director of the Observatory, Jan Blayen, who explained to me a great many things connected with navigation; Captain Osborne Moore, in

command of H.M.S. *Rambler*, the surveying vessel; Lieutenant Hartmann, formerly connected with the Observatory at Wilhelmshafen; Lieutenant Gratzl, of the Austrian frigate *Fasana*; Professor Milne and Mr. Knipping, of Tokyo;

21.—Faintness in friendly correspondence with Mr. Whipple, the principal authority on Meteorological matters in the Empire, who is as well known for his genial disposition as for his extensive information and practical experience. Indeed Mr. Whipple's assistance is not confined to any district, and meteorologists over the world are more or less indebted to him for valuable support at some time or other.

22.—With reference to cloud classification, I have received a pamphlet from the Hon. R. Abercromby which suggests several changes in the names of clouds (Comp. Annual Report for

8879, page 38.13). The descriptions of clouds given therein are scarcely superior to those usually printed in such "instructions," but the new names suggested would seem to recommend themselves for international use. They are cum-cir, for sm-cum, str-cir, for very high str, the common fine weather cloud in Ireland, which I had not hitherto been separately denominated, and str-cum, for koll-cum (in Hongkong str-cum is used in a different sense). Cum-nim is also used, but is defined as nim of rounded shape, while any cloud from which rain is seen falling is called nim. In Hongkong Cum-str is classed among rare and transient forms, whereas it is

really common and even characteristic of certain regions such as the Malacca Straits. An uniformly covered sky is always entered as an explanation. There are some strange explanations given in the same pamphlet such as on page 7, where it is said that cumulus may be formed by "collision between winds, such as land and sea breezes." The distinction between the direction of propagation of a cyclonic cloud bank and the direction of motion of the clouds within the bank is claimed as a new feature, whereas it is well known to practical meteorologists, more especially within the tropics, where typhoons are observed, approaching in the first instance

in the shape of an arch of dark cloud whose direction of motion forms an angle with the direction of the top of the arch. This has been thoroughly explained by Ferrel a long time ago (24). From an examination of thunderstorms in the colony during the past five years it appears that they are most frequent in May and June, but that they have not occurred in November, December, and January. They seldom happen in February. With reference to the daily variation they are more frequent at night than during the daytime in the proportion of 3 to 2. They appear to be most abundant about 11 a.m. and 5 p.m. The cause is the transition of about 3 to 4

23.—During the past year the temperature was on an average higher than in previous years, and rose higher than before on hot days. This appears to have been at least partly due to a more southerly direction of the wind, but indeed the temperature has been rising on the whole since 1884. Whether this is periodical remains to be investigated. There seems fair prospect of finding that it is so. It should be remembered that great care is taken with our thermometrical observations, and the results are accurate in proportion. The past year was more damp than usual, the rainfall was heavy, and the

mean barometer below the average. The amount of sunshine was less and the cloudiness greater than usual. It is generally considered to have been an unhealthy year.

25.—The weather in January, 1888, was very warm and dry. There was a great deal of dew but hardly any rain. Dry weather here was common, but bad dry haze is always common along the China coast during the N.E. monsoon. February set in very cold. The water froze a few days in the open, and the ice was sometimes a foot or two thick. The heaviest snow was on the 12th, when it began early and was severe in March. During April the weather was very trying to the health. For the greater part it was overcast, damp and

There was a great fall of temperature in the afternoon on the 22nd of May, and in the morning on the 3rd June. The weather in July was hot (80 deg 1st 11p. on the 14th) and close and there was very little wind. This was due to distant typhoons. On the 22nd and 23rd water squalls were seen to the south of Hongkong waters. On the 20th at 7a. a double solar halo was observed by Mr. Mahomet Alaraki. The readings of the inner was 23° and that of the outer about 45°. The barometric tide was greater during dry weather. The beginning and also the end of August were very hot (a rain was

The first half of October was rather close, warm and damp. The latter part of the month was dry and clear as usual. The force of the wind during November fell far short of the average and the weather was warm in consequence. The continued in December, during which month the amount of cloud and rain was excessive.

27.—At the Observatory the cisterns of the barograph and standard barometer are placed 100 feet above mean sea level. The bulbs of the rotating thermometers are swung 108 feet above mean sea level and 4 feet above the ground. The solar radiation thermometer is placed

at the same height, but the terrestrial radiation thermometer is only about one inch above the grass. The rim of the pluviograph is placed 135 feet above mean sea level and 21 inches above the ground. The cup of the anemograph is 149 feet above mean sea level and 45 feet above the ground. At Victor Peak the instruments, except the radiation thermometers and the rain-gauge, are placed in the look-out. The cistern of the barometer is 181 feet above mean sea level. The bulbs of the thermometers are about 4 feet above the floor except the maximum thermometer, which is placed back in the room. The radiation thermometer

new mounds are placed at the same height above the ground as at the Observatory. The rim of the mound is 8 inches in diameter and one foot above the ground.

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**SUPREME COURT.**

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15th April.

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**IN ORIGINAL JURISDICTION.**

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**BEFORE MR. JUSTICE FIELDING CLARKE**

PUISNE JUDGE.

FENWICK v. MARTY AND ANOTHER.

This was a claim for \$8,500, balance of money due on contract.

Mr. Francis Q.C., instructed by Messrs. Wotton and Deacon, appeared for the plaintiff, and the Acting Attorney-General (Hon. A. Leach), assisted by Messrs. Sharp, Johnson and Stokes, for the defendants.

Mr. Francis, in opening the case for the plaintiff, said this suit had arisen out of a contract entered into between plaintiff and defendant for the purchase of two steam engines of two horsepower.

for the river service of Tonquin; the price of which was \$70,000. The steamer had been built and had been accepted and handed over to the government by the defendant, and the defendant admitted that he was to have received the balance of the price of the steamer, but that he had not received it. The plaintiff was not seeking to recover the entire \$22,000. He admitted there had been properly deducted \$7,000 by way of payment for delay and completion according to terms of the contract. The plaintiff's claim was therefore reduced \$17,700 and of this \$6,200 was admitted by the defendant and had been paid into court, so that only a sum of \$8,500 was in dispute.

and that consisted in the main of certain deductions defendants claimed to make in the nature of demurrage for delay in Cochin-Ching and for certain sums of money paid on behalf of plaintiff. Mr. Francis then went on to read a petition, which stated that plaintiff entered into a contract on 15th October, 1886, with the defendants to construct two steamers and to deliver the same on the 24th May, 1887, in Hongkong. The steamers were to attain on a trial trip 10 knots an hour under continuous steam for three hours. Therein to be paid for these steamers was \$70,000, as mentioned in the agreement. The plaintiff was unable to complete the steamers and they were

not finished before May 24th, 1887. They were not completed until the 5th August. Additional articles of agreement were then made under which it was agreed that in spite of the delay

the construction of these articles the plaintiff practically turned, and his contention was that defendant did not fulfil the condition of these additional articles and secondly, when he event- ually fulfilled the condition as to speed, the steam- engines were not in good order according to the men- tion of the additional contract. The additional

February set in very cold. The water froze at the Peak on one or two nights. Thunderstorm

begin early and were severe in March. During April the weather was very trying to the health of the crew. For the greater part it was overcast, damp and stormy. On the 10th a heavy rain fell, and there was a great fall of temperature in the afternoon on the 22nd of May, and in the morning on the 3rd June. The weather in July was warm (80 deg F) at 11p. on the 14th) and close and sultry on the 15th. On the 16th a heavy rain fell, and distant typhoons. On the 22nd and 23rd water spouts were seen to the south of Hongkong. On the 20th at 7a. a double solar halo was observed. On the 21st a heavy rain fell, and that of the 22nd the inner was dense and that of the 23rd outer about 45°. The barometric tide was greater during dry weather. The beginning and end of the end of August were very hot, and the weather was very sultry, and very stormy. The first half of October was rather close, warm and damp. The latter part of the month was dry and clear as usual. The force of the wind during November fell far short of the usual force.

continued in December, during which month the amount of cloud and rain was excessive.

27.—At the Observatory the cisterns of the barograph and standard barometer are placed 140 feet above mean sea level. The bulbs of the rotating thermometers are placed 140 feet above the ground. The solar radiation thermometer is placed at the same height, but the terrestrial radiation thermometer is only about one inch above the grass. The rim of the pluviograph is placed 155 feet above mean sea level and 21 inches above the grass. The anemometer is placed 140 feet above mean sea level and 45 feet above the ground. At Victoria Peak the instruments, except the radiation thermometers and the rain-gauge, are placed in the look-out. The cistern of the barometer is 181

feet above mean sea level. The bulbs of the thermometers are about 4 feet above the floor of the maximum thermometer, which is

SUPREME COURT.  
 15th April.  
 IN ORIGINAL JURISDICTION.  
 BEFORE MR. JUSTICE FIELDING CLARKE  
 PUISNE JUDGE.  
 FENWICK v. MARTY AND ANOTHER.

This was a claim for \$8,500, balance of mon  
due on contract.

Mr. Francis, in opening the case for the plaintiff, said this suit had arisen out of a contract entered into between plaintiff and defendant for the construction and equipping of a tugboat, the price of which was \$70,000. The steamer had been built and had been accepted and handed over to defendant and \$48,000 paid and the dispute was as to how much of the balance was still due and owing. The plaintiff was not seeking to recover the entire \$22,000, but only the balance of \$14,000, which was \$7,000 by way of penalty for delay and completion according to time. Plaintiff's claim was therefore reduced \$14,700.

and of this \$6,200 was admitted by defendant and had been paid into Court.

[illegible][illegible]

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terations and repairs were made in the steam  
These repairs were necessitated by bad work

the construction of these articles the plaintiff practically turned, and his contention was that defendant did not fulfil the condition of these additional articles and secondly, when he event- ually fulfilled the condition as to speed, the steam- engines were not in good order according to the men- tion of the additional contract. The additional



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**SALE OF THE  
UNION."**

21st April says:—

from Johang respect have been entered in the official and the Republic Yangtze Steam Navigation news we publish reflect that the steamer used by two power companies Moreland Steamer Co. Ltd. has paid the sum of Tls. 120,000 for purchasing a new ship. It was said that the sailors were sent steamer between ten years. The new steamer is to be offered purchased last Viceroy of Szechwan are prepared to provide \$100,000 in all—expected undertake not to go to Chungking for long (are we fancy it? Hanz-chung) in the Kailang, Mr. He's company want the 17,000 tons paper ship which will be travelling over of time, after con-

Shanghai we believe between the parties here can be no doubt that the United States great interests in the steamer is now in the hands of the Chinese. It is said she is doing her feathering in having been designed for the purpose of being used among the coast waters as a tugboat or as a trucker of goods and Chinese goods. It is a very strong proof that the steamer is not altogether to be considered as a war vessel as said in the article.

We believe the steamer is not altogether to be considered as a war vessel as said in the article.

AMA OVERLAND

to Kobe and rice to Japan, to Japan, by

the railway facilities a gentleman who was to be read with in going easy to the intended left Kobe (Sannon) off March. Asks for a, but were told they were issued by the class ticket to the class. Take Biwa occurred. The steamer was from Kobe is house girls not in steamer and asked if they would go by the board the steamer, that Stock it was a few days in the northern extrajurisdictional, a circle of authority. We called them only, and read Hotel-runners at a to what ten-house. Told them Shinku-ryogo was labelled during the ten-house

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to Shizuoka, 8  
Yokohama, 2.35 p.  
7.

neighbouring. Of  
here they were sa